

traffic from Pearson. Hamilton airport has all of the basic infrastructure necessary to handle more air traffic.

When I hear the distant rumblings from the Department of Transport about building a new airport at Pickering or Buttonville, I cannot imagine why. Building a complete facility with all of the necessary modern components would cost hundreds of millions of dollars and would be a waste when all the region needs is improvements at Hamilton.

Even in a Transport Canada study Hamilton airport was shown to be the best alternative, priority number one, to Pearson International over Toronto Island, Buttonville, Oshawa and Downsview. The government may scoff at the idea of a second principal airport in the region, but by looking at many similar situations in cities across the world, we seem to be the only one saying that bigger is better.

For example, one analyst explained that Hamilton airport was unacceptable to handle more traffic than Pearson because it was too close. On the contrary, Hamilton is only 70 kilometres from Pearson, but that is much farther than the mere 16 kilometres that separates two of the world's busiest airports, JFK and Laguardia in New York. They transfer between each other by road for connecting flights.

Then there is the example in California. Passengers transfer between San Francisco International and Oakland International by both road and rail to catch connecting flights. Passengers also connect from San Jose from San Francisco, meaning that there are actually three principal airports in that region.

In conclusion, airline passengers are looking for alternatives. The alternatives are that there are other ways in which this government can help to establish a rational system in this densely populated area of southern Ontario which will see positive effects right across the country, a second principal airport and a multi-modal approach to travel between them and right across this country.

Mr. Benno Friesen (Parliamentary Secretary to Solicitor General of Canada): Mr. Speaker, the hon. member from Hamilton poses a very important question for him as a member for the region. He suggests that the Hamilton airport be a second major airport in the region.

Adjournment Debate

I wonder if he has considered at least two very important questions in posing that as a solution for what he says is the large number of people who want to use that as a passenger terminal. One, if the air carriers themselves do not want to land there, or have not suggested they want to land there, how does he propose to divert the flights from Air Canada or CP to Hamilton if they do not want to go there? Does he want to have compulsory landing patterns or instructions for those airlines so that they have to land in Hamilton whether they want to use Pearson or not?

They may want to land at Pearson, but they have got to go to Hamilton. Is it going to be another Mirabel pattern? Is that what he is proposing? And if he is going to make it compulsory, for whom? Is it going to be Air Canada? Is it going to be Canadian, or is it going to be feeders? How does he propose to handle the whole matter of choice for the airlines if all of them want to go to Pearson, and presumably that is where the passengers want to go? How is he going to divert them to Hamilton? That is a legitimate question and he has not dealt with that.

The second question is what about the neighbours to Hamilton, his neighbours in Ancaster? I understand and I have here a clip from his own local newspaper, *The Hamilton Spectator*, of May 24, 1990. The headline reads: "Ancaster may sue regional Hamilton airport nuisance". Are the people of Ancaster going to be happy with having increased traffic and landings at Hamilton?

I think those are two legitimate questions that we can ask the member if he has given thought to them. But it would be wrong to leave the impression that I think the member inadvertently left and that is that the minister has been ignoring the fact of Hamilton airport. In fact, the airport receives an annual subsidy for operations and maintenance which amounted to \$700,000 in 1989, and \$1 million in 1990. The facilities at Hamilton have also been upgraded and expanded by the department, including a \$65 million program in 1987, and a \$900,000 project to extend the regional trunk sewer in 1990, thereby increasing the airport development capacity. A \$1.5 million program for apron and taxiway expansion was completed in 1990, and a \$2.5 million modification to the air terminal building is virtually completed.

When you have those kinds of expenditures, you cannot say that the minister has been ignoring.